

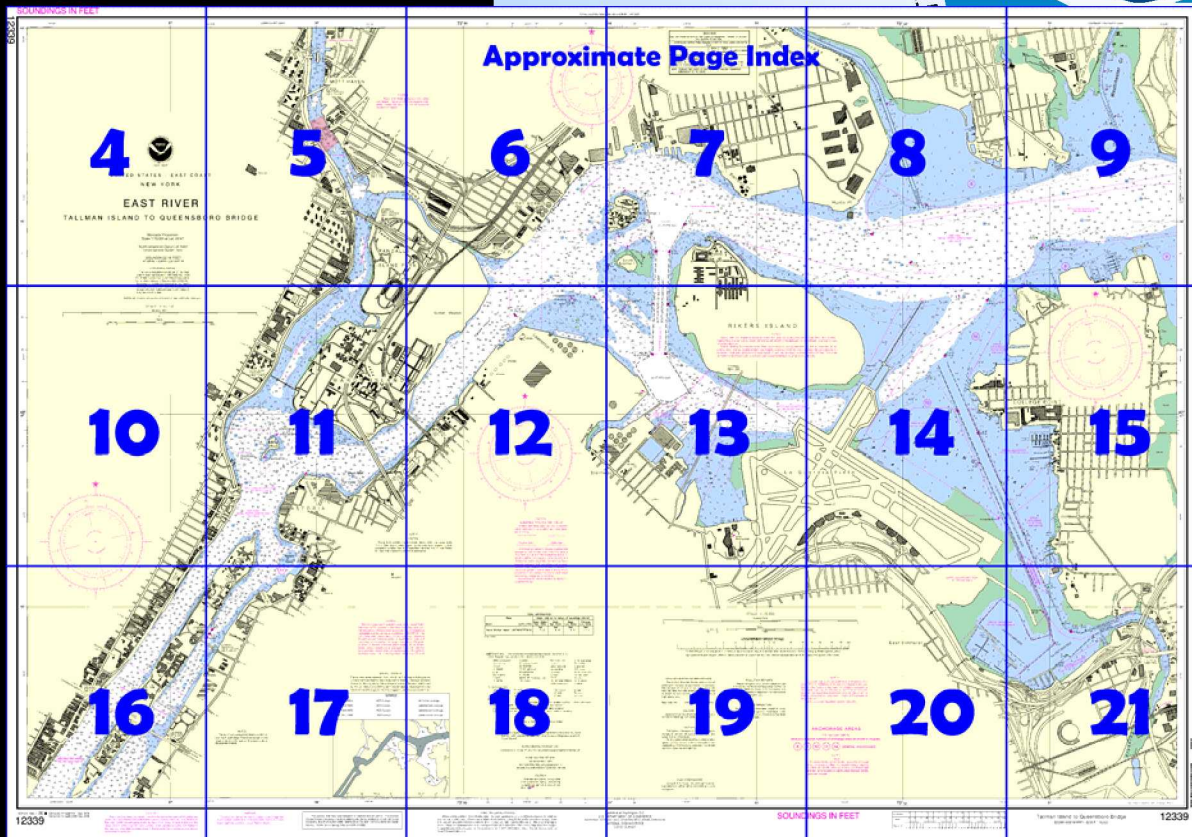
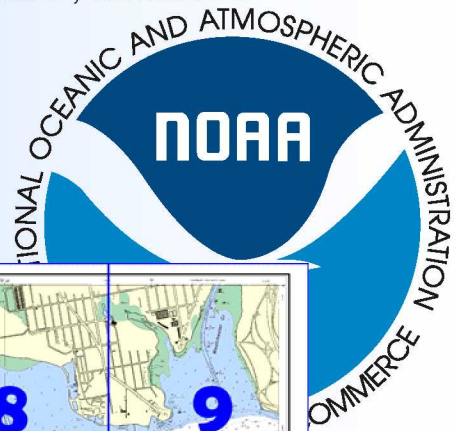
BookletChartTM

East River - Tallman Island to Queensboro Bridge (NOAA Chart 12339)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter]

(385) **East River** is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland. The Sound entrance is between Throgs Neck and Willets Point; the Upper Bay entrance is between The Battery and Governors Island. Hell Gate, about halfway between Throgs Neck and The Battery, is noted for its strong tidal currents. Harlem River extends northward from Hell Gate to the

Hudson River. Both sides of the East River, from The Battery to Port Morris, a distance of 9 miles, present an almost continuous line of wharves except where shoals or currents prevent access.

(387) Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following:

(388) East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

(389) Vessels transiting South Brother Island Channel and using the turning basin at its southern terminus shall ballast prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northwest-southeast runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control Tower shall be notified by telephone (212-779-0242) prior to terminal departure or channel entry.

(392) In East River the flood current sets eastward and the ebb sets westward. **Note:** this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward.

(393) The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current.

(394) The direction and velocity of the currents are affected by winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate.

(396) In October 1991, tidal currents in Hell Gate were reported to deviate significantly from official predictions published by the National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions. Also, previously available Tidal Current Charts for New York Harbor have been withdrawn.

(416) The town of **College Point** is south of the point and on the east side of the entrance to Flushing Bay. The wharves on the west side of the town have depths alongside ranging from ½ to 10 feet. The shallow bight north of the town has depths of 2 to 5 feet and is used as a small-boat anchorage. Several small-craft facilities are at College Point. Marine railways to 45 feet, mobile cranes to 35 tons, water, ice, marine supplies, storage, and hull and engine repairs are available.

(417) **Flushing Bay** extends southeast between the town of College Point and La Guardia Airport, 0.6 mile to the southwest. **Flushing Creek** flows into the east side of the head of the bay. A dredged channel, marked by buoys and lights, extends from East River through the bay to the mouth of the creek and thence upstream for about 0.8 mile to the I.R.T.


(Roosevelt Ave.) railroad bridge. A turning basin is on the west side of the dredged channel west of the entrance to Flushing Creek. A small-craft anchorage area extends northwest from the turning basin. In June 2001, the controlling depths were 12.4 feet (14.7 feet at midchannel) through the bay channel to the turning basin, thence 11 to 15 feet in the turning basin and 4 to 5 feet in the anchorage basin, thence 11.4 feet at midchannel to the Northern Boulevard bridge, thence 1.2 feet was available in the left inside quarter with shoaling to bare in the remainder of the channel to the I.R.T. railroad bridge. Flushing Bay is mostly shallow, with depths of less than 6 feet outside the channel.

(418) Depths of 8 to 14 feet are between the east side of the channel and the town of College Point. Small craft anchor south of College Point in depths of 4 to 8 feet.

(422) The L-shaped pier at the head of Flushing Bay partially encloses a small-boat basin. In March-April 1990, depths of 6 to 10 feet, with shoaling to 2 feet near the western edge, were available in the turning basin just west of the small-boat basin. Inside the small-boat basin, depths of about 7 feet were reported in June 1981. The marina to the westward has a reported depth of about 5 feet inside. Gasoline, diesel fuel, berths, electricity, water, ice, storage, and a 30-ton hoist are available; limited electronic and engine repairs can be made.

(431) **Hunts Point** is on the north side of East River about 4 miles west of Throgs Neck. A marginal wharf extends 0.3 mile northeastward from the point; depths of 17 to 24 feet are reported alongside. Small craft anchor in depths of 9 to 17 feet on the flats east of the wharf.

Table of Selected Chart Notes

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM Jun. 28/08
Corrected through LNM Jun. 17/08

PLANE COORDINATE GRID
(based on NAD 1927)
New York State Grid, Long Island zone, is indicated by dotted ticks at 5,000 foot intervals.

Mercator Projection
Scale 1:10,000 at Lat. 40°47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

NOTE D
The minimum authorized depths at MLLW, over the E 63rd Street Tunnel are 45 feet on the west side and 35 feet on the east side of Roosevelt Island.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.365° northward and 1.509° eastward to agree with this chart.

NOTE B
162.20
All vessels traversing the area shall pass directly through without unnecessary delay. No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

NOTE E
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE F
CAUTION
Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accident or collision. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ANCHORAGE AREAS

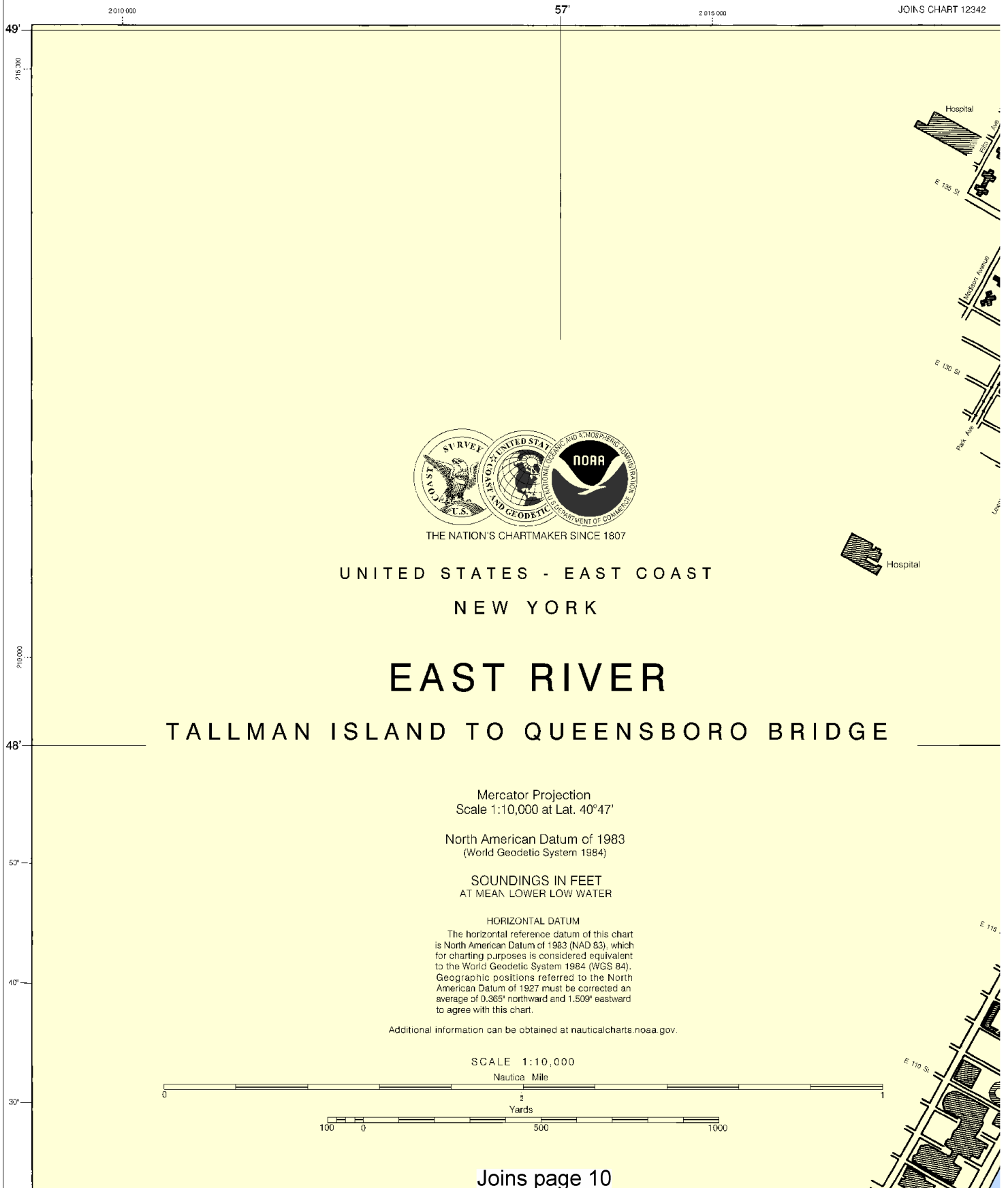
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.

8 9 10 11 14 GENERAL ANCHORAGES

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):				
AERO aeronautical	G green	Mo morse code	R TR radio tower	
Al alternating	IO interrupted quick	N num	Rot rotating	
B black	Iso isophase	Obsc obscured	s seconds	
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector	
C can	M nautical mile	Or orange	St M statute miles	
DIA diaphone	m minutes	Q quick	VQ very quick	
F fixed	MICRO TR microwave tower	R red	W white	
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	
Bottom characteristics:				
Blbs boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky
Miscellaneous:				
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged	
ED existence doubtful	PA position approximate	Rep reported		
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.				
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.				

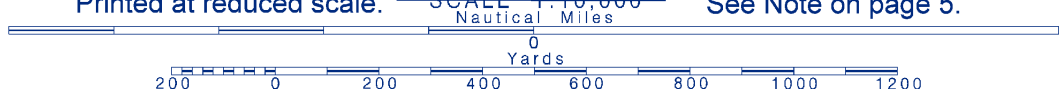
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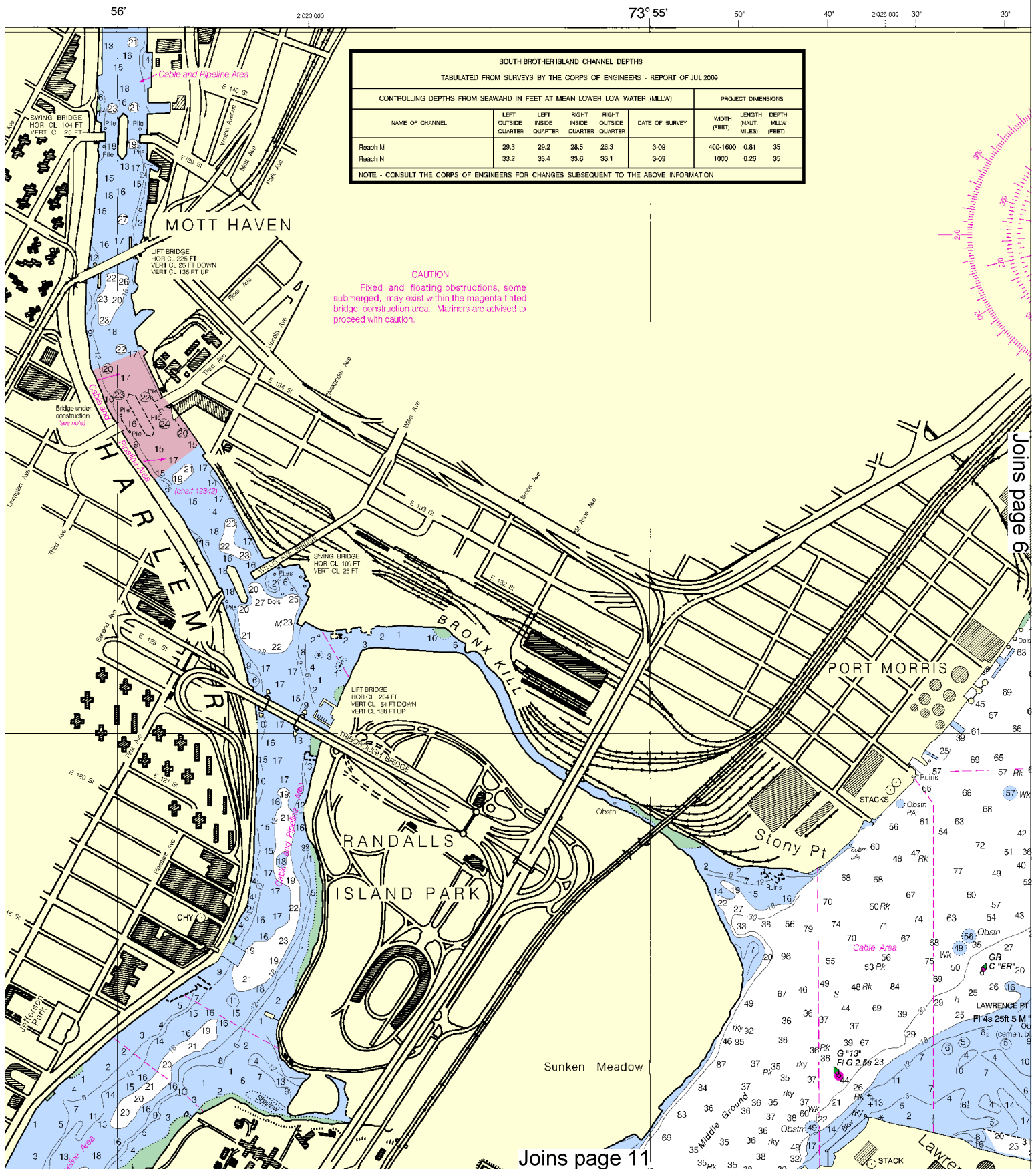


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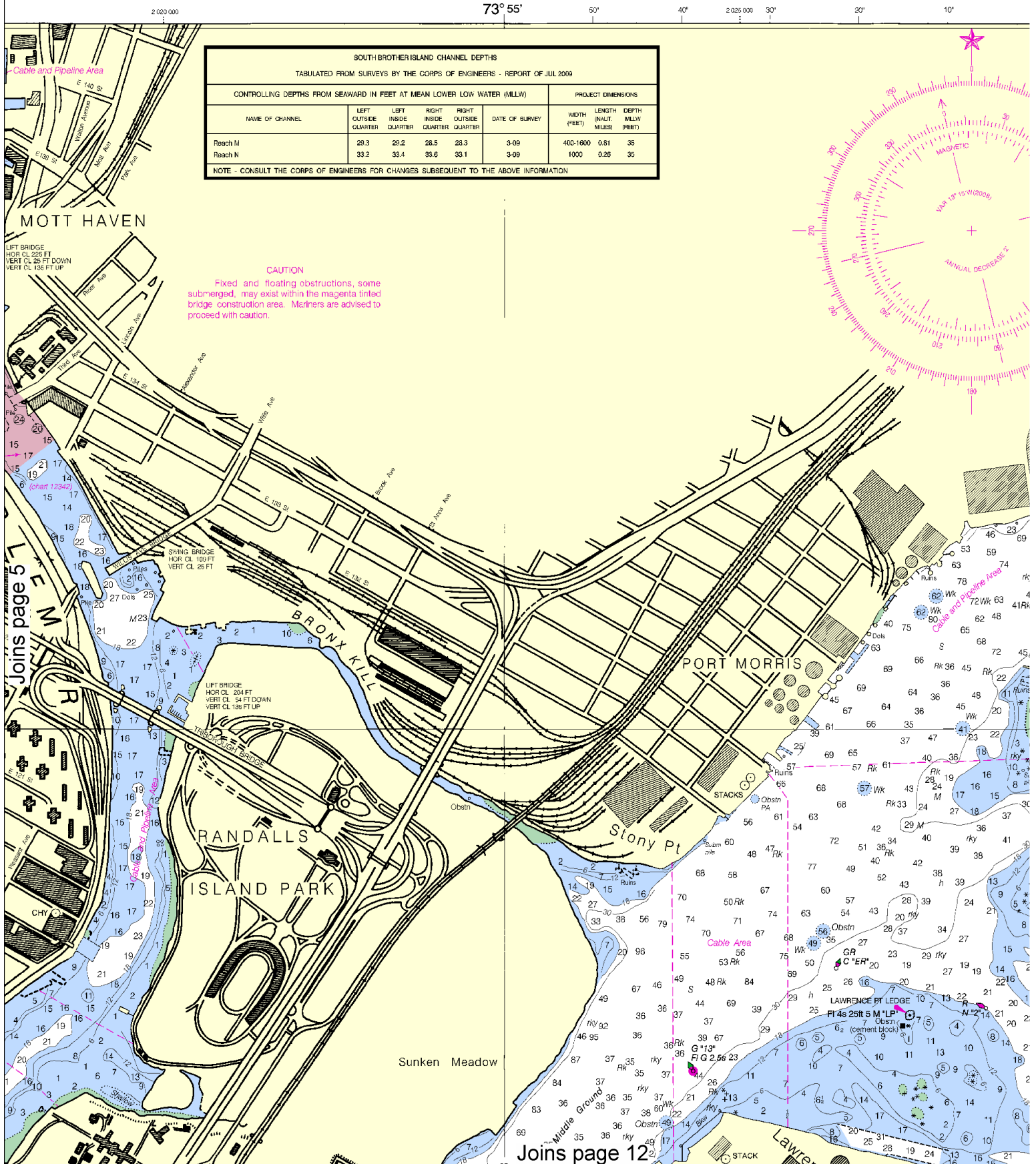


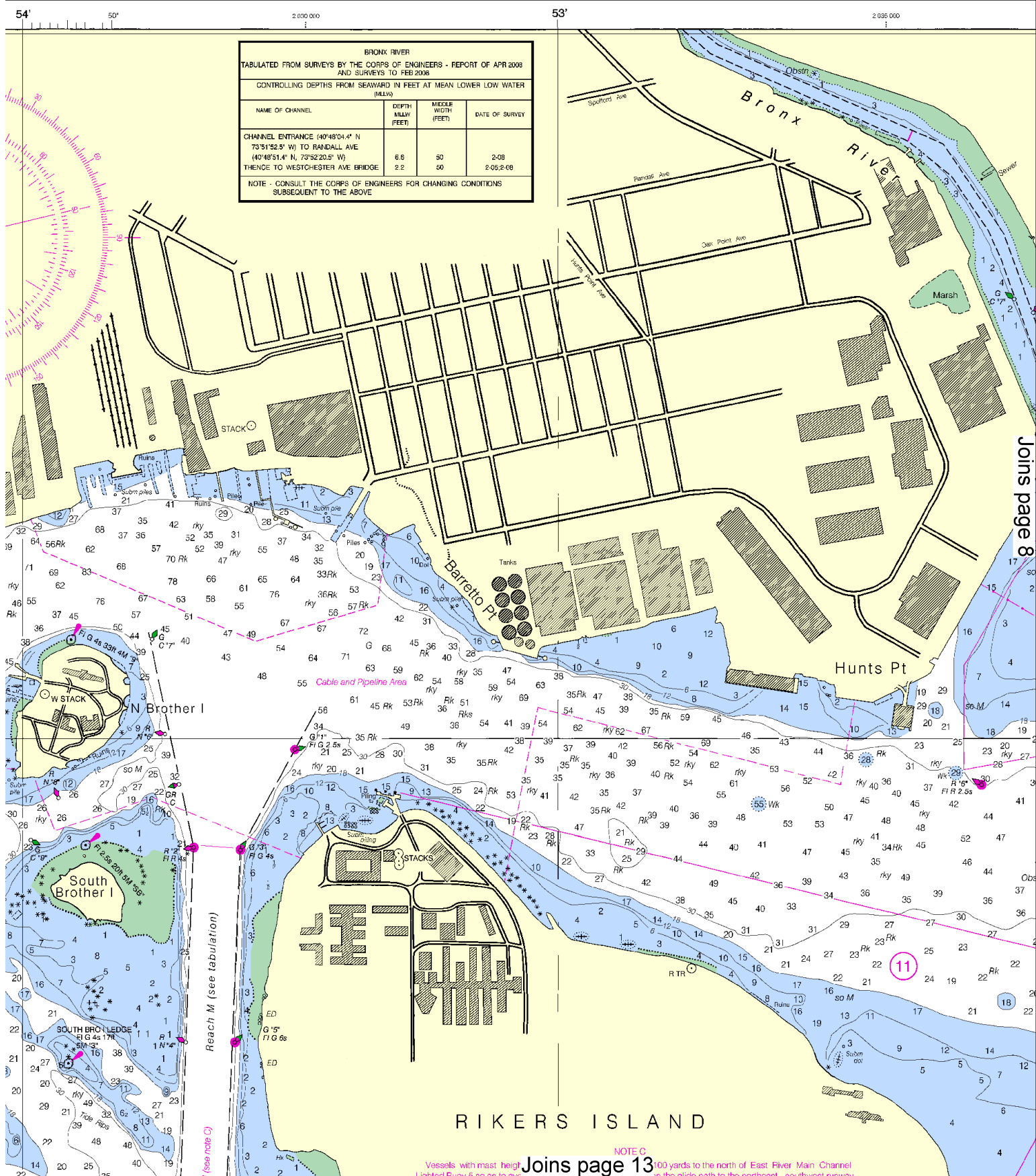
Printed at reduced scale. SCALE 1:10,000 See Note on page 5.

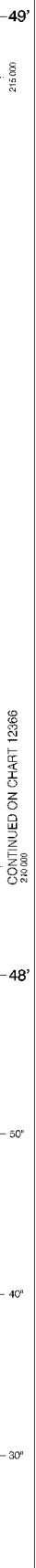




This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.







HORIZONTAL DATUM

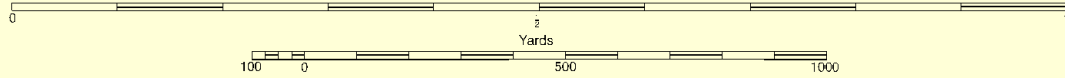
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.365' northward and 1.509' eastward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:10,000

Nautical Mile

Yards



10°

37°

20°

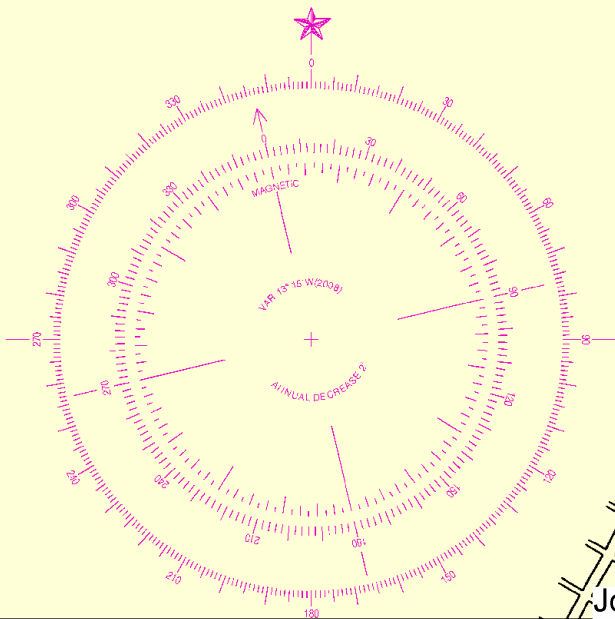
10°

40°

47°

50°

200 000



Joins page 16

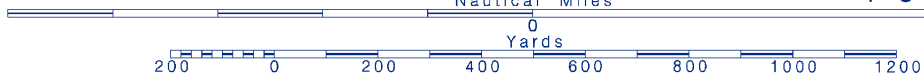
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SCALE 1:10,000

See Note on page 5.

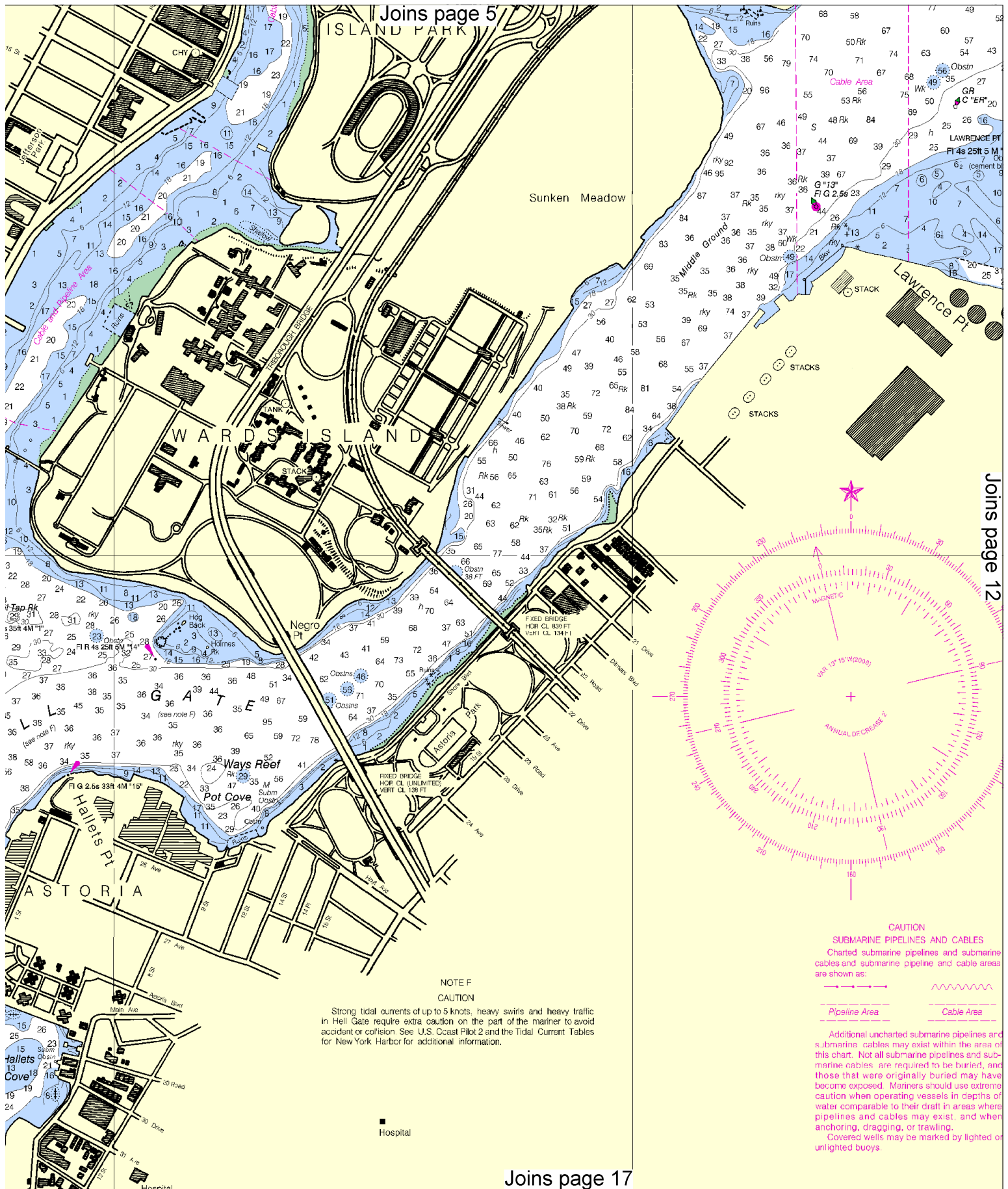
Nautical Miles

Yards



10







NOTE C

Vessels transiting South Brother Island Channel and using the turning basin at its southern terminus shall ballast prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northwest - southeast runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control Tower shall be notified by phone prior to terminal departure or channel entry.

SAFETY AND SECURITY ZONE

27 165.169 (see note A)

La Guardia Field

TOWER

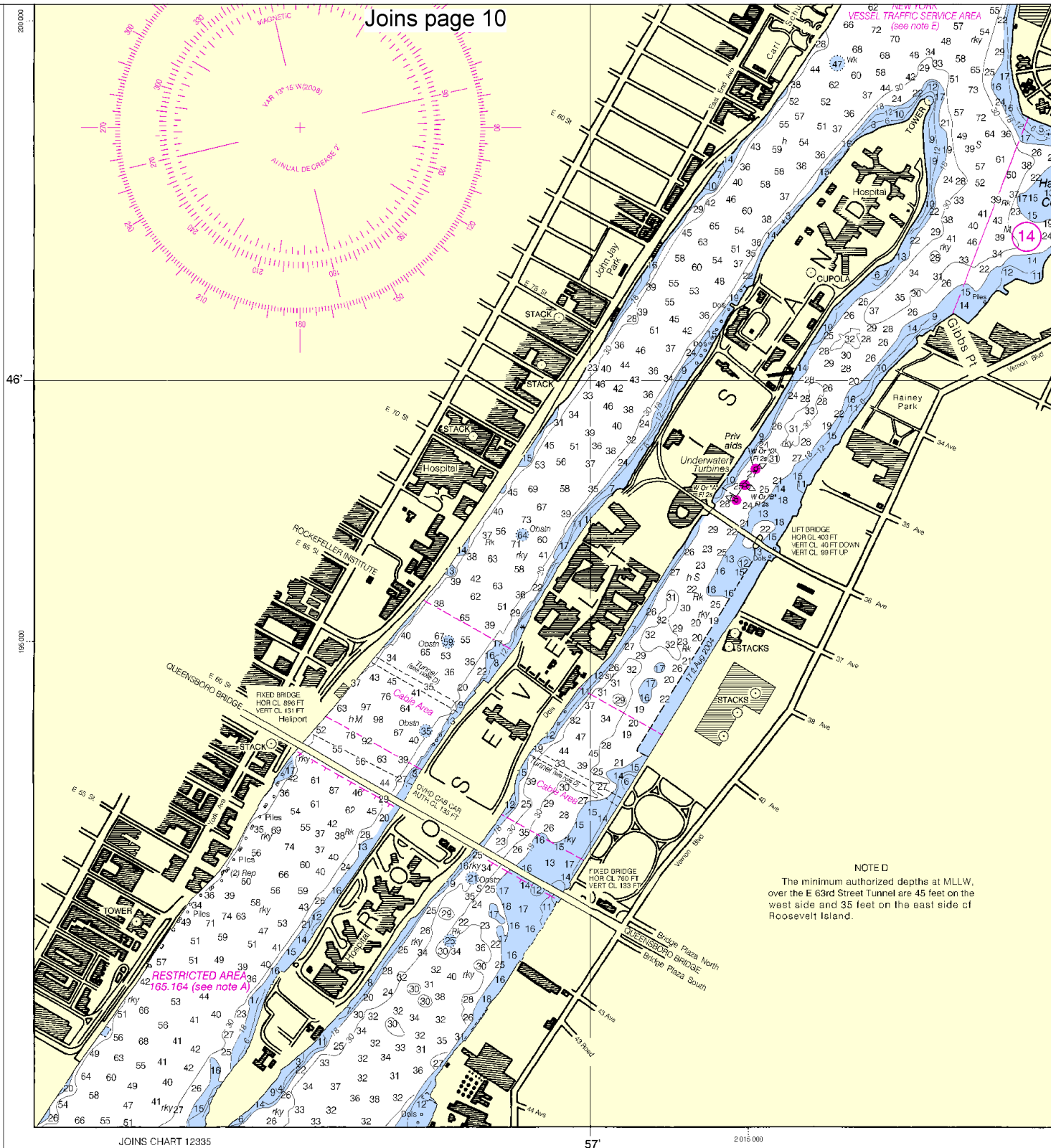
Joins page 20

SCALE 1:10,000
Nautical Miles

See Note on page 5.

0
Yards

Joins page 10



46th Ed., Jun. / 08 ■ Corrected through NM Jun. 28/08
Corrected through LNM Jun. 17/08

12339

CAUTION

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WARNING

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16

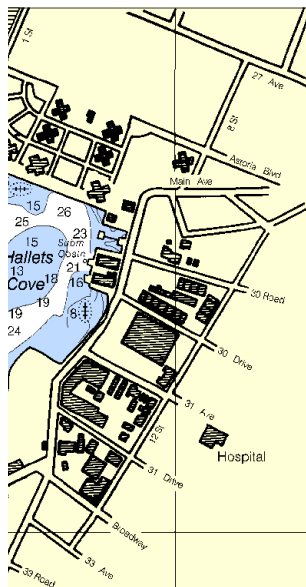


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





NOTE F
CAUTION

Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accident or collision. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

Hospital

NOTE E

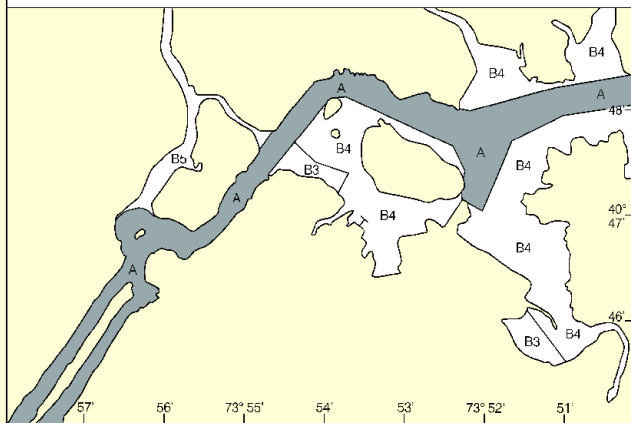
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SOURCE DIAGRAM

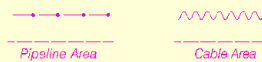
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SOURCE

A 1990-2004	NOS Surveys	full bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre - 1900	NOS Surveys	partial bottom coverage



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

TIDAL INFORMATION

PLACE	Height referred to datum
NAME (LAT/LONG)	Mean Higher High Water
North Brother Island (40°48'N/73°54'W)	7.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Apr 2008)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo moose c
Al alternating	IQ interrupted quick	N nun
B black	iso isophase	OBSC obsc
Bn beacon	LT HO lighthouse	OC occulting
C can	M nautical mile	Or orange
DIA diphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar relief
		R Br radiobeacon

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.		

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service Survey, with additional data from the Corps of Engineers Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid, Long Island zone, is indicated by dotted ticks at 5,000 foot intervals.

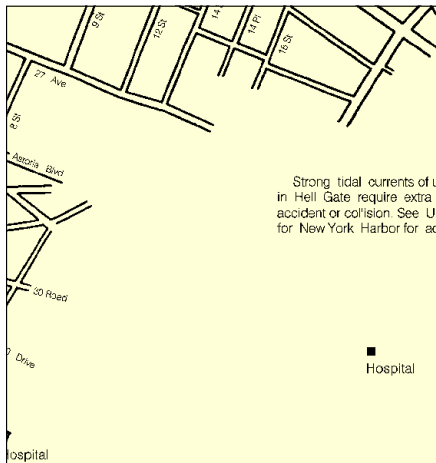
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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



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CAUTION

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■ Hospital

NOTE E

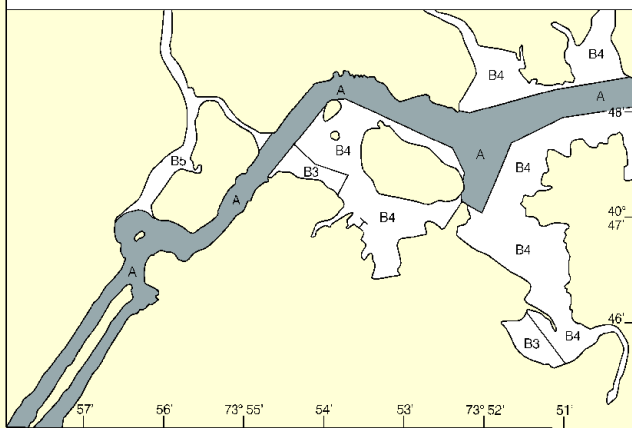
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SOURCE

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B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre - 1900	NOS Surveys	partial bottom coverage



Joins page 17

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TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
North Brother Island (40°48'N/73°54'W)	feet	7.2	6.9	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2008)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OS obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid, Long Island zone, s indicated by dotted ticks at 5,000 foot intervals.

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This chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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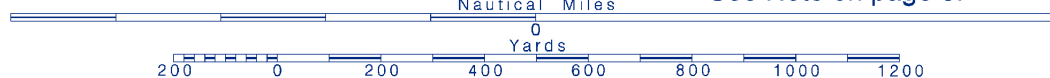
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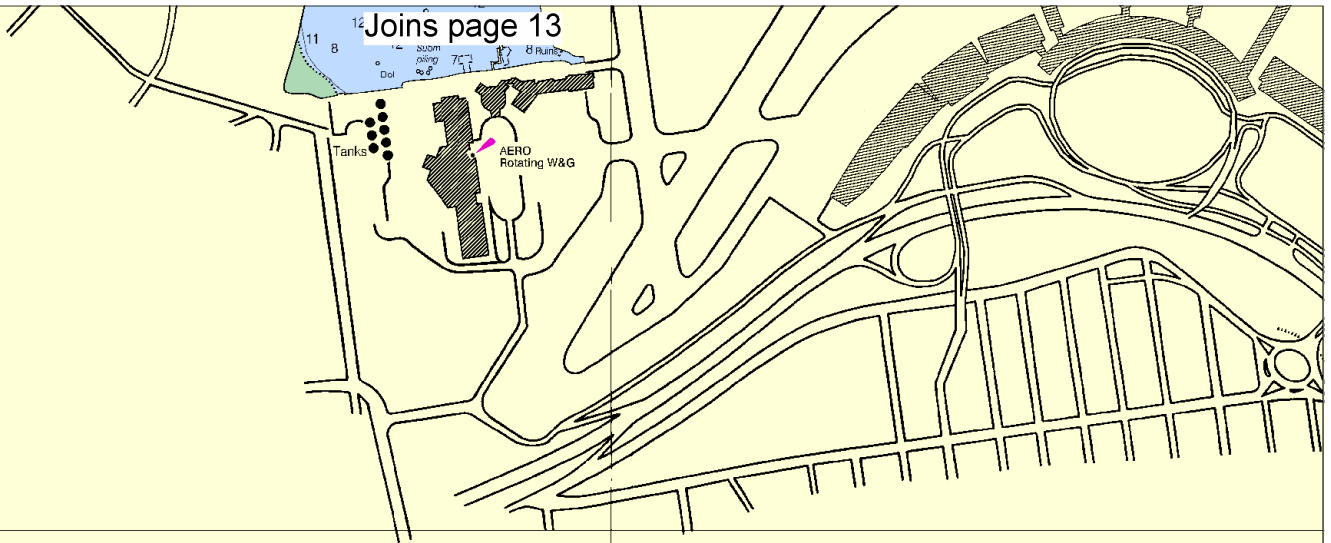


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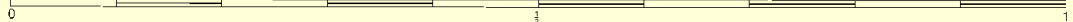
See Note on page 5.





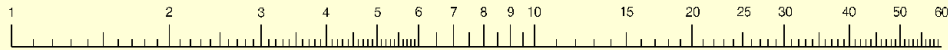
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Nautical Mile



100 0 500 1000

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

8 9 10 11 14 GENERAL ANCHORAGES

NOTE B

162.20

All vessels traversing the area shall pass directly through without unnecessary delay. No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

54'

50'

2 030 000

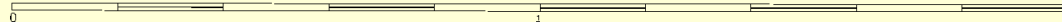
53'

2 030 000

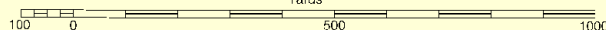


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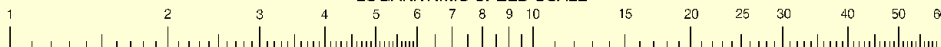
Nautical Mile



Yards



LOGARITHMIC SPEED SCALE



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East Elmhurst

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IRCE
ADMINISTRATION

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

20



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



Yards



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Activities New York – 718-354-4120

Coast Guard Kings Point – 516-466-7135

New York State Police – 877-672-4911

New York City Police – 718-765-4100

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.